

The National *Falcon* News

The Monthly Magazine
of The Falcon Club of America



Jay Ellis
Batavia, Ohio

AUGUST 2010

1965 Falcon Sedan Delivery

Cover: Jay Ellis' "Old School" '65

Jay Ellis of Batavia, Ohio has answered the call for more unusual Falcons for *The National Falcon News* with his period correct "Gasser" 1965 Falcon Sedan Delivery hot rod. See more photos and read his story on page 3.

Everybody loves all the Falcons. Maybe you are a station wagon family or an Econoline buff. Let's see those Falcons too! It is not necessary for your Falcon to be in pristine show condition or completely restored to be featured in the magazine. We want to see Falcons in all stages of repair, from total junk to beautiful show cars.

Michael Brennan's very nice original 1962 Sedan Deluxe has appeared in TV and movies and at the 2009 Dover National Meet. Read about it on page 16.

Review a history and analysis of the Australian Falcon, its, introduction, problems and sales, on page 26.

Joe and Janet Zarazua's very nice 1964 Falcon is featured on page 12. This is a very nice Falcon.

We hope you enjoy this and every issue of *The National Falcon News*. Thanks to all the contributors who take the time to make it great every month.

—Ed.



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"OLD SCHOOL" IS BACK IN SESSION

By Jay Ellis

This project started when a friend of mine took a trip to Chicago in July of 2007. He stopped at a store on his way home and picked up a car trader magazine. The next week he came to me with a picture ad of a 1965 Falcon sedan delivery. I had been looking for a two door wagon, so this fit right in.

The Falcon was being sold on a small car lot. The dealer had purchased the car in Florida for a special order. The original sale fell through for him so that's when I came into the picture. After several phone calls, a deal was made and off to Central Illinois we went. I live just east of Cincinnati, Ohio so the drive took about six and a half hours. As we drove into the dealer's lot we saw the Falcon on the front row with "Rare" written on the driver side window. We were finally there!

After inspecting the Falcon, my enthusiasm fell quickly. It was in far worse shape than had been described over the phone. First of all, the top around the drip line was full of rust. At one time it had been filled with spray foam and covered with body filler, you could stick your fingers through in a lot of places. The tailgate was there but junk, as were the floorboards. The Falcon did run and drive. After driving 365 miles I decided to negotiate some more, rather than go home empty handed.

The first step of reconstruction was to find a donor car to replace the top. I found a 1963 four door wagon about five miles from home and bought the top off of it. After removing the glass, a Sawz-all made easy work of cutting the roof off at the posts. Before we knew it we were at the shop with a new top. Both tops were then wizz-wheeled at the drip line and across at the back edge of the door. The existing roof was then crimped and the new roof was glued in place.

The floorboards were the next item to be attacked. Then the spare tire well and some panel braces in the cargo area. My next obstacle to overcome was to find a door, fender, and door glass. This was an easy find because I had a



Old school "gasser" look faithfully reproduced



A great way to meet new people and have fun with the family



This is what the Sedan Delivery looked like when Jay bought it

—Continued on page 4

"OLD SCHOOL" IS BACK IN SESSION

—Continued from page 3

friend who had collected Ranchero parts for his last project. He had everything I needed. The car came with an extra tailgate and hood. At last, all the pieces of the puzzle had been found. After many months of work and a lot of help from my friends the bodywork was completed and the Falcon was painted Wimbledon White with a single stage urethane.

Now comes the fun part! The body looked good, just too plain to suite me. I made the decision to turn it into an "Old School" straight axle car. We started by removing the 200 Cu. In. motor and C-3 tranny. Then the Sawz-all is back at work removing the shock towers. After the removal of them and doing some boxing, a Speedway straight axle with disc brakes was installed. The stock steering was used but the pittman and idler arm holes were drilled and bushings added with the taper the opposite way. It worked great!

Next an eight inch rear end out of a Maverick was added. Along with a C-4 tranny, we were able to reuse the original drive shaft. A 351 Windsor was dropped in to supply the power. The fender well headers were not available, so a set were made from scratch by a friend of mine.

Now my mission was to give the Falcon a patina look—this is when my wife thought I was crazy! She just couldn't understand why I was sanding the shine off the car even through to primer in some selected areas. After much sanding the desired look appeared. Next came the lettering. I had decided along the way since the car was a "Sedan Delivery" to make it appear to be the local Ford dealer's delivery car.



—Continued on page 20

Jay's first Falcon, a 1962 with 31,000 miles

The National Falcon News

President's Message: Chuck Beason

Please join me in thanking the Metro Detroit Chapter for hosting the 31st National Convention of the Falcon Club of America in Ford Country, Dearborn, Michigan. Thanks to the FCA membership for supporting the Falcon Club of America by attending this event. Carolyn and I certainly enjoyed visiting with our many Falcon Friends and meeting new Falcon enthusiasts. Look for the Convention coverage in the December issue of the National Falcon News.

Our *National Falcon News* has received recognition once again for the 10th consecutive year as the recipient of the Golden Quill Award presented by Old Cars Weekly. Thanks to our Editor, Wendy Crosby for the excellent magazine. The Keystone Chapter newsletter, *The Falcon Key* has also received their second Golden Quill Award presented by Old Cars Weekly. Congratulations to

the Keystone Chapter. The Mason Dixon Chapter's newsletter, the *Peregrine Press* was recognized with Honorable Mention by Old Cars Weekly in their Golden Quill Award judging.

Don't forget to make plans to attend one or all of the remaining Regional Meets scheduled later this year. There will be meets in Massachusetts in August and in Pennsylvania and North Carolina in September and California in October. Registration forms for these events can be found in the *National Falcon News* and at www.falconclub.com. Please show your support by attending these events.

Mark your calendar for July 14-17, 2011 to join us in Steamboat Springs, CO for the 32nd Annual National Convention of the Falcon Club of America.

Remember—"Take A Kid To A Car Show"

Chuck & Carolyn



FCA President Chuck Beason with grandson, Timm, at the 2009 FCA Nationals in Dover, Delaware.

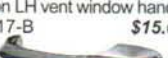


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How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and is very much appreciated.

PLEASE MAKE YOUR AD LOOK LIKE THIS...

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

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To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
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Information Wanted

My '65 289 three speed Falcon has a severe shudder when I let out the clutch on an uphill incline. I read the extensive Tech Tip article in the 06/1989 Falcon News article "Chattering Clutch Problems" and I believe I have tried everything mentioned. I have replaced everything in the driveline from the rear-end forward except the actual driveshaft. I do mean everything—including the engine and transmission. I also replaced the rear leaf spring shackles and checked the front leaf spring bushings. They looked OK as well. I have been working on this off and on for two years—I am out of ideas. Thoughts appreciated. 412-793-9683 (evenings) or paur4s@verizon.net. Bob Smith, PA.

Need information on locating a 1965-1970 Mustang fastback, convertible or "K" code coupe project car. Parts missing or no drivetrain is OK. Distance not a problem. Also looking for a genuine 1965-1967 289/271 HP Hipo engine or parts for such. I may trade my original 1964 Sprint Tach and other Falcon parts, Mustang parts, against a deal? Call Bob 330-506-3137. OH.

I need a PDF of owner manuals and service manual of my 1961 Ford Falcon 2,8 Litre. Specifically, how do I turn on and off the high beam? Mine seems to look like it's always on high beams! Also my clutch, it's 3 speed manual transmission, stay on the floor. I have to raise it with my foot, then after some pushing and

lifting it will be operative, but it doesn't engage/disengage properly. Is this a problem with the lever/pedal? After moving (with some difficulties) the clutch will make shifting very good, so the pressure plate sounds OK to me! Thank you for the help. Please email me at formula1vhs@hotmail.com.

Need information start to finish about switching over manual steering to power steering for my 1964 Ford Futura Falcon. I have a 289 cubic inch engine, 6 cylinder front suspension with 5 lug hubs. Need information on purchasing parts for this project also, catalog, suppliers, etc. Thanks, Mike Harmony, harm60@gcctv.com or 217-836-7966. IL.

Miscellaneous For Sale

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. www.jessersclassickeys.com.

Dealer Falcon Postcards: 1960 Fordor, red, used; 1962 Squire, white, not-used; 1966 Sport Coupe, yellow, not-used; 1968 Sport Coupe, red, not-used, \$5.00 each, postage included. 1964 Romy Hammes AFX 'Musclecards,' 2 views, \$5.00 for both, postage included. 1964 dealer showroom color & upholstery book, cover split on left side and clear overlays missing, \$245 plus postage. Howie, 860-749-0587 9-9 EST.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

A pair of 1960 License Plate Frames. Chrome. New. \$10.00 + \$5.00 shipping. Call Natalie, 610-363-7589 or e-mail natgomez@briangomez.com. PA.

Misc. Collection Hardback Books: "Falcon: the New Size Ford," 320 pages by Ray Miller with year by year picture coverage, paperback "Ford Falcon 1960-1970" shows and compares models. Two 260 fender V's, two fender spears, two "Futura" scripts, one deluxe light trim, one Falcon script, one interior light cover. Can email pics. \$100 + ship. Call Robert, 210-648-7011. TX.

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Classified Ads (con't)

—Continued from page 7

Parts For Sale

V8 conversion. New crate 302 engine, longblock, rebuilt four speed, two shift-er5s, metal hump cover, rebuilt radiator, eight inch five lug rear end, five lug front end components. \$4650. Don, 903-852-7067. TX.

1964-65 hardtop: two dash pads, one green, one red. I have chrome, ships and screws for one of them. One 1964 Sprint tail panel, 1964-65 door glass for both sides. All items are not mint, but are in good condition. Make offer. Call me, Wayde Collins, 860-434-0869 or swayde-man1234@comcast.net.

1960 Falcon four door wagon, upscale trim. Probably too far gone to restore. Car is complete. Glass, trim, latches, handles, mechanicals (3-speed) all there. Tom Dailey, 509-684-4333 or dailey2@theofficenet.com, WA.



T-5 transmission. World Class, completely rebuilt. Has S-10 tail housing and shifter, 3.35 first, 1.93 second, 1.29 third, 1-1 fourth, .68 fifth. Ten spline input, 28 spline output shaft, manual speedo drive. Steel release bearing sleeve, set up for Falcon. Also '65 289 six bolt bell housing with clutch arm, all for \$1000. + shipping. Ron Winkler, 775-356-7313. NV.

Kellogg's Garage, home of the Junkyard Junkie, has a 30 year collection of Falcon and Comet parts stored in high, dry Colorado. What do you need for your Falcon Project? We will be at the 2010 Nationals and can deliver parts to you

there. Call or email with your needs: Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net.

1968 Falcon Sports Coupe back driver's side chrome wheel molding piece. Good shape, \$60. Jayson Jorgensen, 308-440-3134 or jaysonjorgensen@hotmail.com. NE.

1963 260 V8, two speed automatic. \$300. Stan, 918-333-9426. OK.

1994 GT Mustang heads, cast # E7TE, date 4C30, one pair \$100. 1994 351W heads, cast # E7TE, dates 4B16 & 4B18, one pair \$100. N.O.S. rear brake drum, part # CODZ-1126-B \$80. N.O.S. road draft tube, part # CODE-6758-A \$15. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Two upper ball joints, 4 bolt. Fits 1963-69 Falcon; \$50 + shipping. Two shaft kits for upper control arms, includes bushings and bolts. Fits Falcons 1961-65; \$100 + shipping. All parts new, made in USA, still in boxes. Ron Winkler, 775-356-7313. NV.

Large 30 year collection of good used Falcon parts for reasonable prices. Over 60 cars parted out. Numerous restorable project cars for sale with all missing or damaged parts available to purchase. also some miscellaneous parts for 63 and 64 Fairlanes and 64-65 Comets. One piece Fiberglass Front Clips for 60-61 Falcon with removable hood. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

1961 Deluxe Wheelcovers: A set (4) of 1961 Ford Falcon full wheel covers. Fomoco part #C1DZ 1130A. These are the type that are divided into 4 segments - each having 18 individual white marks. These covers were N.O.S. when I got

them about five years ago. Near perfect. \$120 and I'll pay shipping in the U.S.A. Phil Barber, pbarberpr@aol.com or 410-266-8271. MD.

Good used 1975-78 Granada front disc brake assemblies, left and right complete w/spindles, rotors, brakes and tie rod ends. \$250. + Freight. Darrell Grindstaff, 865-805-0811.

1963 Falcon parts: Passenger side 1963 Falcon front fender, straight, solid w/ surface rust only, \$75. Set of 4 original 13" 5-lug wheels, gloss black powder-coat, never used, \$100.; \$20. Pair front shock tower caps, \$10. Jim, 913-685-1079 or jd_wilkerson@sbcglobal.net. KS.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

170 CID cylinder head, blueprinted by Clifford Performance. Used for less than 3000 miles. \$600 plus S&H. Bill Crane cell 812-371-9516 or send email to bcra66@gmail.com. IN.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

I have a set of bucket seats that are for either a 1963-65 Falcon or Comet hardtop. They are presently covered in the 1965 Comet trim. Red in color. I own a convertible and didn't realize there was a difference. They are already boxed up

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WEB SITE

www.falconclub.com

Classified Ads (con't)

—Continued from page 8

and ready to ship. I would like to net \$400., so you would have to take care of shipping from Vancouver, WA. I can email pictures. David, 360-944-1328 or davidvana@comcast.net. WA.

I have quite a few parts for a 1961 Falcon 200 ci straight six that I am not able to use and would like to see be used by someone who loves the Ford inline six as much as I do. Here is a list:
Set of new forged pistons sized for a 40 overbore, Set of original forged rods,

restored and tested for strength, flywheel for manual transmission, Aluminum flywheel for manual transmission, Original crankshaft, Original block, dipped and magnafluxed. If anyone can use these parts, I would love to see them put to good use. Benjamin Santosuosso, 623-687-8470 or santosuossobenjamin@yahoo.com.

1963 NOS: V8 arm and bushing \$175, license light lens \$20, fuel gauge \$75, temperature gauge \$75, six cylinder

exhaust manifold \$170, six cyl. standard shift radiator \$125, temperature cable \$30, quarter moudling Futura \$135 each. Many more. Frank G. Stewart, 440-282-6277. OH.

1965 Comet hood, one front fender, instruments, trim & misc. Take all, \$125. Herb Griffin, 518-568-7813. St Johnsville, NY.

Parts Wanted

For 1963 Falcon Sprint (could also be hardtop): two complete doors with nothing missing. My doors have rust issues and various parts are gone. Also need driver's side front fender. Must be in Oklahoma or surrounding state or bring them to Falcon meet in Branson in October. Kelly, 918-366-2403. OK.

I am still looking for a dash pad for a 1967 Falcon or information on who can fix mine. It is cracked down both sides of the speaker. Skip Mutchler 312-287-4923 or Skipmutch115@yahoo.com. IL.

Wanted: Interior chrome windshield trim, top and both sides. Also top for console between bucket seats. Oliver Jergensen, 509-246-0686, cell 360-631-8213. WA.

Need to locate a complete power steering system for a 1960 four door sedan for friends of our family's retired Dad's Falcon. Rack and pinion is too expensive. The factory steering is too tight for him. Thanks for the consideration even if you can only help with any suggestions! Call Bob 330-506-3137. OH..

For 1963 Falcon Futura convertible. Door panel retainer. Need one lower one which is straight and 43 1/16 inches long. I have a pair of upper ones which are straight, then curve, 43 1/16 inches long, that I don't need. Help anyone? Tom Dailey, 509-684-4333, email dailey2@theofficenet.com. WA.

2011 FALCON CATALOG

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I'm looking for a back right side passenger's chrome wheel molding piece. Jayson Jorgensen, 308-440-3134 or jaysonjorgensen@hotmail.com. NE.

Need cylinder head for 1963 Falcon 170, rebuilt if possible. Contact Denny Ackerman, 515-571-6311 or dawsona@lvcta.com.

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416 . 314-351-1789 or kslitteken@aol.com

Two NOS front coil spring lower seats, or spring perches, #C1DD-3388B. Fits 1961 and 1962 models. Must have grease fitting. Please call Joe Tatti, 905-335-2834, Ontario, Canada.

Falcons Wanted

Wanted: 1963 Falcon hardtop, 6 or 8. No trailer queens or basket cases. Wayde Collins, 860-434-0869 or swaydeman1234@comcast.net.

1963 Ford Falcon convertible needing minor restoration. Car must have good floors, rails and torque boxes. Ed, 215-493-6749. PA.

Stock 1960 or 1961 Falcon with bare basic bones, automatic or three speed on the column, six cylinder. Excellent interior and paint. No rust. Reasonably priced. Phone 309-212-6528 or write to email address Jeff_Schlink@hotmail.com. IL.

I used to have a 1964 Falcon Sprint four speed in 1964 and I have been looking for one like it for a long time. Do you know of anyone who has a nice one like new, white with red interior four speed bucket seats with console. I want one ready to drive and show. Thank you, Dell Etheridge, 931-797-0681.

Falcons For Sale

1961 Econoline Station Bus, body has surface rust, good glass, missing carburetor and starter. Needs restoration. Clear Title. \$1200. firm. Darrell Grindstaff 865-805-0811.



This 1962 Falcon 2 door Sedan has a 170 CID 6-cylinder automatic trans with 21,000 original miles. A near-mint condition classic with a straight chassis and solid body, the color is silver moss. Excellent interior, glass, and trim. Drive it anywhere! Asking \$8,500 OBO. E-mail Paul at Falconfan62@verizon.net for photos and details. Olney, MD 20832.

—Continued on page 12

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Classified Ads (con't)

—Continued from page 11



1962 Ford Falcon, Tweety Bird. Six cylinder, automatic transmission, two door. All original except new custom paint, a canary yellow. New interior and upholstery. Has custom wheels. Have front and back bumpers, need rechroming. Was a California car. \$7000 OBO. Phyllis Burke, 606-639-8667.

1962 Falcon four door sedan. Totally restored less than seven years ago with less than 1000 miles. Needs wheel cylinders due to lack of use. \$5,000 OBO. Call Roger 804-776-7246 or 703-819-5050.

1962 Falcon station wagon, needs restoration, needs floors. Good glass, interior, trim. Engine frozen; have a 170. Call for particulars. T. Sautter, 607-243-7845. NY.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1963 Falcon Ranchero. Excellent body with new floors installed. Rebuilt 289 V-8 with Rebuilt C-4 transmission. 3:00 Ratio "8" Rear end. All new front suspension with the correct new steering. All new gas shocks, new brakes and brake Lines. New gas tank and lines. New wiring installed. All new glass installed with new seals and hardware. New exhaust with Flowmaster muffler. Excellent bumpers. New radiator and all new cooling system with air condi-

tioning. New interior installed. \$9500. Marvin Norton, 816-721-7558. MO.



1963 Ford Falcon Futura, red 6 cyl convertible. Refinished inside and out with new tan top, upholstery, transmission, tires, AM/FM/CD. No rust. Looks and runs great. Seller relocating. \$18,500. Call Bruce, 404-313-0721. Atlanta.



1963 Falcon Sprint convertible from New Mexico, NO RUST EVER. Rangoon Red, new white top, new interior, bucket seats, most chrome, tachometer, factory clock and rebuilt V8 and automatic transmission. 1500 miles since restoration completed. \$15,000. Bill Barren, 585-599-4102. NY.

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1963 Falcon Futura. Red 2 door hard top. 122,000 original miles. Stored indoors. Car is original and has been restored. 6 cylinder motor, bucket seats, new tires, a/c. Asking \$12,900. John Prosje, 954-467-8371 or kelautoaircondit@bellsouth.net. Fort Lauderdale, FL.

1963 Falcon Deluxe 2 DR Wagon. Restored 2008. 200 6 CYL, 3 speed on floor, new seats, rugs, side glass tinted, 14" wheels, new tires, brakes, shocks and exhaust. Rangoon red original color. Very nice driver. \$9500. Call Sam, 814-352-7066. Somerset, PA.

1963 Futura convertible. 170 stick, excellent engine and transmission. New brakes, one new tire, new replated rear bumper. Used excellent left front fender; needs floors and total restoration. Oklahoma car, PA title. Sell for \$2000. Gary, 412-758-5518. PA.

1963 Ford Falcon Futura convertible. Rangoon Red, with a brand new white top. Brand new interior. Original paint in excellent condition, four brand new radial tires. Falcon is 100% rust free. Always garage kept. \$20,000. Call Rich Maybell, 609-204-8252. NJ.

—Continued on page 21

WE

purchased our 1964 Ford Falcon in the fall of 2008 after seeing it at the

Frankenmuth, Michigan car show.

When I was in high school a friend of mine had purchased a new 1964 blue two door hard top Falcon with bucket seats, and a four speed that I really liked. Being in high school, I couldn't afford my dream car.

Then while going through the usual life routine—Army, college, work, and starting a family—we still couldn't afford one. Finally when we could afford one, there were not very many to choose from up here in GM country. Our search went on for several years until this one came along. This was the perfect car—color, bucket seats, four speed, and it was completely done.

—Continued on page 14

FEATURE FALCON

Joe & Janet Zarazua



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FEATURE FALCON

—Continued from page 13

When we saw it at the Frankenmuth car show, the owner wasn't around, so I left him a note saying that if he knew of anyone having a car like this for sale, or if this one was for sale, to let me know.

I waited several days and didn't hear anything. Finally, two weeks after the show, on a Friday night, he left a phone message that he might be interested in selling his 1964 and gave me a ballpark figure on the price. He said he was going up north—typical for Michiganders to do on weekends—and that he wouldn't be back until Monday.

I was so excited all weekend about the car and the price that I couldn't wait for Monday so I called him Sunday night. We spoke on the phone and made arrangements for me to see the car the next day. The nice thing about it is, I didn't have to go far to see it, since it was in Clio, Michigan, about a half hour from my home. I spent about four hours with the guy and knew that before I left, I would own it. Sure enough, the next day my wife and I had a 1964 Falcon.

That owner had it for eight years; he bought it from a guy in the Detroit area who did the restoration—a great job. This was a great find because we didn't have to do much to the car except drive it and enjoy it.

—Joe & Janet Zarazua (FCA #13639)
Saginaw, Michigan



Joe & Janet Zarazua



Gettin' Down in Dover...

Does this Falcon look familiar? If you're a fan of the television program *Life on Mars* you may have glimpsed it on screen. *Life on Mars* is a British TV series which mixes time travel with police drama. The Falcon has also appeared in the movie *Taking Woodstock*.

Owner Michael Brennan is a member of the Screen Actor's Guild and gets work for his classic cars that way. He lives in Smithtown, New York, which is on Long Island. Besides the Falcon, he has a Fairlane, a 1969 Camaro, a Nova and five Model Ts. The Model Ts are especially popular in the film world, being paid by the day. He likes the Falcons because they are cheaper than other classics. He has previously had a Falcon station wagon and he also has a 1960 Falcon.

The Falcon that he and Linda (FCA #6447) brought to the Dover Nationals is a 1962 two door Deluxe. It is all original and Michael says all he does to it is "put gas in it." It has the 144 cubic inch engine with radio delete, automatic transmission and back-up lights. The car

—Continued on page 18



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Gettin' Down in Dover...

—Continued from page 17

has about 40,000 original miles. He bought it from the second owner, an elderly lady in Connecticut.

Michael takes the Falcon to local shows and he belongs to the Rusty Nuts, a Long Island car club with about 40 members. Once at a show, the Falcon's fuel pump decided to quit; but as luck would have it the show was next to an auto parts store and people at the show pitched in to help change it out.

The have been FCA members for about 12 years. Although he has no local chapter, he learned about the club from a neighbor he was buying parts from. His favorite thing about the club is the magazine and he would love to see more Tech articles. He thinks the problem that all car clubs are experiencing, in terms of membership loss and aging, is that "the young kids are into the Japanese cars; this is a problem to keeping up the population." Michael and Linda have been married 36 years and his own kids, 32 and 28 years old, are "not interested" in the cars.

It is safe to say, however, that as long as there are avid collectors and promoters of old cars out there like Michael and Linda, the old car hobby is certainly not breathing its last breath, but is alive and well—and kicking.



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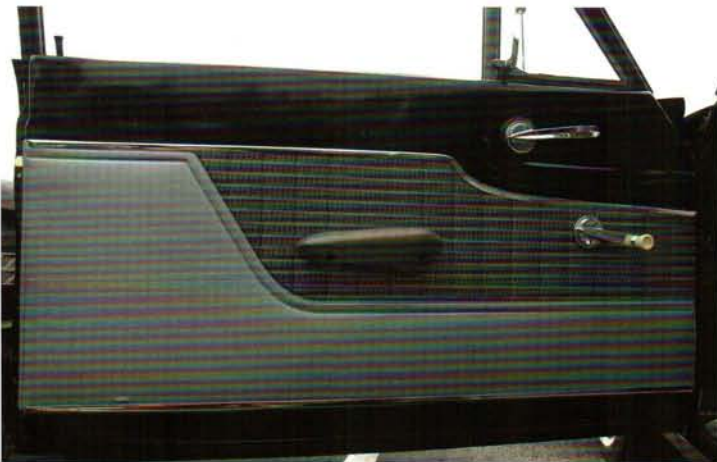
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Linda & Michael Brennan's Life on Mars Car



"OLD SCHOOL" IS BACK IN SESSION

—Continued from page 4

Cann Ford was the local Ford dealer in the 1960s. The lettering was done by a local pro to make it look like it had been there since 1965. After this was done, three coats of clear, with flattener were added to seal everything..

The interior was all custom made with ivy gold being the color. Old FoMoCo boxes and other special effects were added in the cargo area.

To help give it the "Look of the Day," NOS Mickey Thompson Sportsman tires were found already mounted on NOS American racing wheels for the front and stock black rims

on the back. An old set of Lakewood traction bars were added. I found an original Rotunda tachometer at a Ford swap meet in Columbus, Ohio for

the dash and bought a vintage gas tank at a cruise-in one night. That helped give it that real Gasser look!

My first trip out last fall was the Pumpkin Run Nationals in Owensville, Ohio where the Ohio Valley Chapter has a great mini-meet. I also made it to Manchester, Ohio for the Jack Roush Day Car Show.

This Hot Rod is a great step up from the original Falcon that was a 1962 two door with a 144 cu. in. engine and three speed transmission. My Sedan Delivery receives a lot of interest at the local cruise-ins and is a great way to meet new people and have fun with the family.

It is truly amazing what you can do with a little—or a lot—of help from your friends!

—Jay Ellis (FCA #12750)
Batavia, Ohio



Classified Ads (con't)

—Continued from page 12

1963 Falcon Sprint parts car, complete except for engine, radiator, front seats and horn ring. Good glass, chrome, suspension. \$650. Call Tim, cell: 701-238-1277 or tpkrombeck@rrt.net. Also have other Falcon parts. ND. 1963½ Falcon Futura two door hardtop with black vinyl top. 302 high performance engine with five speed transmission. Heritage Burgundy with burgundy and black interior. Danny McMahan is ready to let go of his fun-to-drive car that he has owned since April 1964. \$18,000 firm. Danny, 407-957-5755. MN.

1963 Falcon Ranchero. Original California car with solid body and excellent bed. 87,000 miles on original 170 ci engine and two speed transmission. It's the original Sandshell Beige color which I sanded and repainted a few years ago. The old paint was peeling in spots. Only one small hole was found behind right rear wheel. It's not perfect but amazingly solid original. Haven't driven much past year and need to find a good home, losing garage space. \$6500 OBO. Erik, 781-891-1527 or snglbrl@yahoo.com. Located in MA.



For sale if anybody is interested. 503-363-4684 or dtawes_64@msn.com In good condition and no rust. OR.

1964 Falcon Futura Hardtop. Restored gold exterior, all steel and palomino interior, 87 mustang 5.0 HO, with Edelbrock 600 cfm, rebuilt C-4 trans, Hurst ratchet shifter, all new chassis parts, brakes, 14" tires, windshield, weather stripping, rewired, dual exhaust, and fuel tank.

Up dated original radio, mustang gages. \$8000 OBO. Any questions call. Rich Barrett 215-679-3309 or rab64falcon@netzero.net PA.



1964 Ford Falcon Sprint Convertible. Raven black with red interior and black convertible top. 260 V-8 engine with a 4 speed on the floor transmission. The car drives great and would be fun for any classic car enthusiast. Asking price \$21,000 For more details please call Jon at 828-850-1753 or melblair@charter.net. NC.

1964 Falcon Futura Hardtop, Restored exterior and interior. Up graded drive train, (1986 Mustang 5.0 motor, carbuereted, with 47,000 miles and a rebuilt 1967 Mustang C-4 transmission). Gold exterior, Palomino interior. Call or e-mail for additional details. \$8000 OBO. Rich Barrett, 215-679-3309 or 215-872-0216. rab64falcon@netzero.net Palm, PA.

1964 Falcon wagon, four door, 260 V8, automatic transmission, air conditioning, power steering, power back glass. Not running. Minor rust in floor. A couple of minor dents, the rest is very straight. Very nice trim. \$3300. Stan, 918-333-9426. OK.

1964 Falcon Sprint Convertible 260 auto. Light blue white top. Car in excellent original condition, completely rust free. Have receipts for work done. 103,000 miles. \$15,000 OBO. Don't miss this one. Call Keith Hooper, 757-469-8533 or ckhooper@yahoo.com VA.



1964 Ranchero. New Boss 302 block, Edelbrock heads, intake and carb. Power steering, A/C, T-5 transmission. No rust. A real blast to drive. \$7000 firm. Charles Rice, 918-521-6095. OK.



1964 Falcon two door sedan. All original. 170 six cylinder. New radiator, new brakes, new headliner. New front and rear windshield gasket, new exhaust. \$2500. Terry Thompson, 270-865-4051. KY.

1965 Falcon Ranchero. Wimbledon white. Resto-modded with a modified 250, SROD four speed OD and an 8" rear end. Repainted and always garaged since. Use it as a reliable daily driver, restore or step it up to show. Call or email for details. \$4500. Dave Schjeldahl, 208-523-2763 or daschj@cablone.net. ID.

1965 Falcon Ranchero; 6 cylinder truck converted to 302 V8, 3 speed with floor shift, Granada front disc brakes, correct V8 steering and 8" rear axle. A project truck with great potential. Quarter panels are mostly rust free, a small area in front of the left rear wheel well needs attention. Very straight fenders, door, hood, top. Floors need some repair. Motor needs carb/intake. Will send detailed pictures upon request. \$2995.00 as is. A complete set of single chrome deluxe trim for the truck is available for additional dollars. Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

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Falcon Club of America Regularly Scheduled Chapter Meetings

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San Antonio, TX
 2nd Sun.—monthly
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 Phoenix, AZ
 2nd Sat. except June,
 July, Aug. at Berge Ford,
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Classified Ads (con't)

—Continued from page 21

1965 Ford Falcon Convertible. 289 engine, three speed automatic, factory air, power top, manual brakes, and manual steering. GT wheels, original color: Lt. Olive Gold, new interior to match is original design. E-mail for pictures. \$12,000 OBO. Bruce Johnson, 931-273-4090 or bruceauto@charterinternet.com. Middle TN.



1965 Futura four door wagon. loaded with options: 289 V8, C-4 automatic, air conditioning, tinted glass, power steering, power tailgate, padded dash and visors, burglar alarm (really!). I have the "FA" gas cap. Car ran and drove when parked; now needs brake work. Small areas of rust; comes with a good right front fender. Very complete, original car that needs total restoration. \$2995 as is. We have detailed pictures on file for those interested. Call or email Lenny Kellogg 970-593-1964 or email lenkellogg@lpbroadband.net. CO.



1965 Ford Falcon Futura two door Sedan, 289 Engine, C4 Automatic, 4 Barrel, New Tires, Gas Tank, Radiator, Interior, Bucket Seats. Double roller timing chain, MSD Ignition, coil, wires, distributor. Has Flow Master dual exhaust, Headers and B & M floor mounted shift kit and

much more. Asking price \$8000. Joe, 925-757-3076 or vivjoe@sbcglobal.net. Antioch, CA.

1965 Ford Falcon Ranchero. 200 CID 6 Cyl. Column-shift three speed. Bench seat. Factory AM radio and Heater. Disc brakes with five lug steel wheels and new tires and shocks.. Trans rebuilt; new clutch and synchros. CA car with original Black Plates. No rust! \$7600. Contact Michael 951-734-1677. CA.

1965 Falcon Futura two door hardtop, 200 cid, auto. 80,000 original miles. Very good paint, chrome, and interior. Very original Glacier Blue Classic. \$8500. Contact Gary at garmiller@hughes.net or 814-839-4325. PA.



1965 Falcon for sale to someone who appreciates Falcons. Jacob Bennett, jacoba.bennett92@gmail.com.



Attractive 1966 Falcon Futura Sport Coupe with original 289 V8 engine, cruiss-o-matic transmission, bucket seats, black interior and light yellow exterior. I have over \$7400 invested in the car, which runs great. Needs new paint

and some upholstery. I have replaced tires, battery, main and rod bearings, hood, rear end, overhaul and gas tank. Asking \$4600. Located in Gresham, OR. Richard Stuthard, 503-663-0312.



1968 Falcon Futura sedan, 289-2V, C-4, A/C. P/S, low miles, no rust. Somewhere west of Laramie there's a bright eyed girl who wants a car like her broncho—a car that can jump from a walk to a gallop in a flash, yet noble in grace and conduct. \$4700 OBO. Cliff, hhazard87002@yahoo.com. NM.

1968 Falcon Futura Sport Coupe, 200-6, C4 auto. New interior and tires. No cancer, some pitting on bumper chrome. All trim, glass VGC, poor repaint job needs replaced. Runs, drives very nicely. Has 8" Mustang rear end and V8 hubs and spindles installed. Might trade for Ranchero up to 1967 model. \$3200 OBO, John Dennis, 405-819-6395. OK.

1969 Falcon four door sedan. Light blue, 6 cyl. 33,000 actual miles. New tires, brakes \$2500. Joe Wall, 615-851-7777 or jwallmail@aol.com. TN.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.



FCA

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SEPTEMBER 10-11, 2010

Keystone Chapter FCA Regional Meet at the Comfort Inn in Bethel, PA. 717-933-8888. Use form in this issue to register now.

SEPTEMBER 12, 2010: FUN FORD SUNDAY

10:00 AM to 3:00 PM for the show, gates open at 8:00 AM for exhibitors. Solano County Fairgrounds, 900 Fairgrounds Drive, Vallejo, California 94589. Sponsor: Nor-Cal Ford Club Council. Exhibitor Fee: \$25 in advance, \$35 at the gate. Information: P O Box 54, River Pines, Ca. 95675-0054, funfordsunday.com, 650-793-2515 or 888-548-2402. An interclub event open to all Ford, Lincolns, and Mercurys and the largest such event in northern California. Marquee cars: 65 years of Thunderbird, 50 years of Falcon and 25 years of Taurus, 25 years of Mercury. It is expected that about 400 cars will be shown. The show benefits various local charities.

SEPTEMBER 24-25, 2010: 19TH ANNUAL CAROLINAS REGIONAL MEET

Kannapolis, NC. Download registration flyer at falconclub.com.

OCTOBER 15 -16, 2010: 20TH ANNUAL FALCON CLUB OF AMERICA PACIFIC REGIONAL.

Friday noon through breakfast Sunday. Car show and banquet open to all Falcons from 1960-1970½. There will be a display category for Mercury Comets. Sheraton Sunnyvale Hotel, 1100 North Mathilda Avenue, Sunnyvale, CA 94089. Host: The Golden Gate Chapter. Exhibitor Fee: \$20 before October 1, \$25 at the gate. Information: www.westcoastfalcons.com or Ray Johnson 707-546-8082 or 57ray@pacbell.net.

OCTOBER 30-31, 2010: MID-SOUTH REGIONAL MEET

Branson, Missouri. More info at falconclub.com

Australia's Introduction to the Ford Falcon



The first iteration of the Aussie Falcon, the XK generation, looked quite a bit like its American cousin.

Ford's straightforward compact was an instant hit when it debuted in the United States, but would the Ford Falcon fly in Australia? In this article, you will learn how the Ford Falcon fared overseas.

September 14, 1960, is an important date in the annals of the Ford Motor Company of Australia. It was on that day that Ford once and for all laid down the gauntlet to arch rival General Motors-Holden's; it was on that day that the completely new Ford Falcon sedan was released to the motoring public of Australia. The Falcon represented the first head-to-head challenge to Holden's since the GM subsidiary began dominating the market with its range of medium-sized six-cylinder sedans starting in 1948. Its release was the culmination of years of in-house negotiations that had seen Ford lose the initiative in Australia to GM in 1945 and forced it to play catch-up for the next four decades.

Immediately prior to World War II, Australian car companies primarily were import arms and local assembly operations for overseas firms doing business "Down Under." There was no manufacturing. Later, when the tide of war turned toward the Allies, some thought began to be devoted to the industries that would replace armaments when peace returned.

One of the ideas that appealed to the Australian government was the establishment of a domestic motor industry, so much so that the government let it be known it would form a corporation to build a homegrown car if the firms

already doing business in Australia weren't interested in doing so themselves.

Lawrence Hartnett, managing director at GM-H quickly submitted a proposal for an Australian car, then set about trying to convince his superiors in the United States that they should support it. However, Ford Australia — under the leadership of H. C. French — badly bungled its proposal for Australian manufacture when the federal government requested submissions from the industry.

French left for discussions with his masters in Canada on October 7, 1944, following receipt of the government's proposal. While GM's submission was for a compact six-cylinder family sedan, the Ford concept was far broader. It suggested a range comprising a sedan, station wagon, utility, and light trucks, but was based on a 1942 Mercury V-8 design that was unacceptable to the government.

Apart from proposing a larger, more expensive, and less fuel-efficient range of cars based on old technology the fatal flaw in French's proposal was to ask the government up front for £850,000 (approximately \$1.7 million) to offset the massive capital costs for the project and for the government to raise import duties on imported chassis and components.

Competition grew to bring a new automobile to Australia and Ford was right in the thick of it.

—Reprinted from howstuffworks.com

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Problems with the Ford Falcon

With its warm reception in the press, plus all the pre-release hype, huge interest was generated in the Ford Falcon. Ford dealers were swamped with eager lookers and buyers. The marketing people had forecast selling 30,000 units in the first year and, if early signs were accurate, that would not be enough. Launched to the accompaniment of an expensive advertising campaign that stressed the car was “Australian —With a World of Difference.”

Ford Australia execs and the dealer body were full of confidence in their new baby especially since they had been able to price it at just £30 (\$67) more than Holden and it boasted more than 90 percent local content. As was customary at the time, the Falcon was available in standard and Deluxe trims, the major differences amounting to little more than chrome trim.

And then the wheels fell off, literally. Front suspension ball joints were prone to collapsing, and gearboxes and clutches were proving incapable of withstanding the demands of Australian motorists and conditions. Hundreds of cars had to have these components replaced, some under warranty, some not. Dust sealing was also a worry, and it was not too many winters before it became obvious that Ford's body rust protection processes were sadly ineffective, too. Tales of unreliability began to circulate through

the motor industry and were quickly seized upon by the media.

Calls to Dearborn were met with astonishment. Nothing like what was being described had occurred during prototype development. Part of the problem was the speed with which the Falcon had been developed after the sudden shift away from the Zephyr; no time was spent testing the car under local conditions. Unfortunately Ford Australia executives had relied upon the U.S. prototype program being sufficiently demanding to have uncovered any major design weaknesses in the Falcon.

“Falcon reliability was a serious problem,” said Max Gransden, who was regional sales manager for New South Wales when the car came out. “We experienced front suspension and clutch problems from day one. The XK sedan was introduced with boulevard ride and wide] tires as standard equipment. The combination was totally unsuitable for Australian conditions.

“While the 144-cid engine was a reliable unit, it lacked performance, which caused considerable customer complaints.”

The well-publicized reliability problems affected sales of the Ford Falcon and hurt the bottom line at Ford.

—Reprinted from howstuffworks.com

Sales for the Ford Falcon

The numerous problems with the Ford Falcon eventually took their toll on the cars sales. Though, last minutes attempts were made to mitigate these issues, it was too little too late.

Heavier and far more robust Fairlane suspension components were substituted and the gearbox was strengthened on the Falcon, but too much time had passed, which took the gloss off the marketing campaign and created buyer suspicion that was to remain with the Ford Falcon for many years. Sales fell as a result of the well-publicized reliability problems.

To compound Ford's woes, the national government delivered its coup de grace in the form of a credit squeeze by raising the sales tax from 30 percent to 40 percent. In 1961, industry sales plummeted by more than 40 percent from 1960 levels. The devastation in the marketplace induced the government to reduce its tax grab to 22.5 percent in 1962.

—Reprinted from howstuffworks.com



The XL generation of Ford Falcons included the debut of a Squire station wagon with pseudo-wood trim.

Andrew Grassman's Golden Marilyn

While attending the 2004 Falcon Nationals in Kansas City, we had driven my 1963½ Sprint, Betty, and were parked in the modified hardtop section. Early on Saturday morning, a pale yellow 1963½ hardtop parked beside us. The owner cleaned it up and put a "For Sale" sign in it. My wife was the only one there at the time and she knew I would be interested. She quickly found me and told me I needed to go talk to him. I immediately looked the car over and started talking to the owner, Bobby Hill. After some thought, a little discussion and a quick test drive, it was mine!

After the Nationals, we drove home to Louisville, got our V-8 Ranger, tow dolly and the necessary money, and drove back to Illinois to pick up our new blonde car "Marilyn." We drove it all through the summer of 2004, but I wasn't satisfied with the way it drove. So I took it apart to fix it—my way. I was laid off for seven weeks in 2005, so it worked out great. I had the time I needed to do the work. I spent the week before a lay-off getting the parts together, then spend the next week doing what needed to be done. It was done by May 2005.

First I took all the front end parts off, cleaned and painted under the fenders, the engine bay and the suspension parts. It already had some new parts. I put the rest on, plus a one and an eighth front sway bar, the same as on a '65 Mustang.

I put on new brake lines and rerouted the gas line for a V8. I took the engine apart to inspect and upgrade. It had silicone on the oil pump to block the surface which ended up in the oil passage, but hadn't broken off yet. It was a problem waiting to happen. I installed a new Duraspark distributor, brain and wire engine for it. I made a new transmission mount for a five speed cover hole in the floor where the four speed was. I modified the pedal for a cable clutch from a Mustang. I also made a firewall adjuster. I installed Hooker headers and made a dual exhaust with all 2¼" crossover. The other exhaust was too small and restrictive. Also, the tail pipe fell off on the way to our first rod run with the car.

I took out the 12 gallon gas tank and put in a 16 gallon one. I painted the interior Ivy Gold to match the seats. What was in there was supposed to be Ivy Gold, but didn't match. On the interior I put all rechromed parts on the doors and trim around the windshield. I also put on door handles and openers. I installed four speakers and a stereo because it had none. I put in Ford oil and volt gauges.

I sanded, primed and painted the exterior of the car. The paint is a GM Gold, with PPG Prizmatique in the clear. I polished all the stainless trim myself. I put on a rechromed bumper and scoop.

It was a lot of work to bring this car up to my standards, but I really like it now. It gets 20 miles to the gallon and still needs a couple of things, but that's for later.

—Andrew Grassman (FCA #10833)
Pee Wee Valley, Kentucky



—More photos on next page

—Continued from page 29





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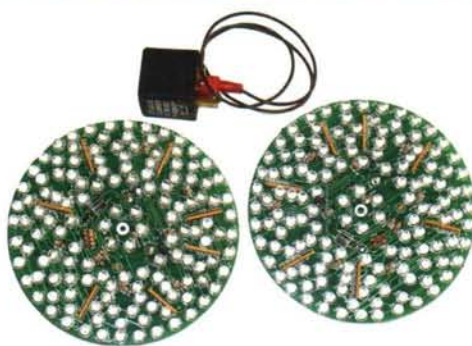
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